GOVERNMENT OF INDIA
RURAL DEVELOPMENT
LOK SABHA

UNSTARRED QUESTION NO:1999
ANSWERED ON:10.12.2015
Construction of Roads and Bridges Under PMGSY
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Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether bridges have not been constructed on small/large culverts in rural, remote and naxal affected areas of the country due to which people are facing difficulties, if so, the details thereof, State/ UT-wise;

(b) whether the Government proposes to construct bridges on small-large culverts and rivers in rural areas under the Pradhan Mantri Gram Sadak Yojana (PMGSY) or any other scheme, if so, the strategy prepared in this regard and the funds allocated and expenditure incurred therefrom during the last three years and the current year, State/UT-wise;

(c) whether the Government proposes to conduct any survey in this regard and if so, the details thereof and the time by which it is likely to be conducted, State/ UT-wise including Jharkhand; and

(d) whether the Government has put any mechanism in place to ensure the quality of roads constructed along with their maintenance under PMGSY, if so, the details thereof and the expenditure incurred thereon under the said scheme, State/UTwise?

Answer

MINISTER OF RURAL DEVELOPMENT
(SHRI BIRENDER SINGH)

(a) to (c): The objective of the Pradhan Mantri Gram Sadak Yojana (PMGSY) is to provide an All-weather Road with necessary culverts and cross drainage structures, which is operable throughout the year to the eligible unconnected habitations as per PMGSY guidelines in the rural areas. Rural roads constructed under PMGSY must have proper embankment and drainage. Adequate number and type of Cross Drainage (CD) works, including causeways, where appropriate, must be provided based on site requirements ascertained through necessary investigation. Minor bridges can be provided wherever necessary.

The cost of bridge upto 50 m (75 meters in respect of the selected Tribal and Backward districts as identified by the Ministry of Home Affairs/Planning commission and special Category States) is borne by the Central Government and bridge length beyond 50 m (75 m in case of Selected tribal and Backward districts and Special category States) is to be borne by the State Government.

The State Governments are required to submit Detailed Project Reports (DPRs) to the Ministry for consideration/approval of projects under PMGSY. The project proposals are scrutinized by National Rural Roads Development Agency (NRRDA) to ensure that the proposals have been made duly keeping in view the programme guidelines and that they have been duly verified by the State Technical Agencies (STAs). The proposals of the State are then put up before the Empowered Committee chaired by Secretary (RD) in the Ministry of Rural Development, for its consideration. The proposals approved by the Competent Authority are conveyed to the State Government to take further necessary action before seeking funds. The progress of roads including bridges sanctioned and competed under PMGSY since inception as reported by the States is given at Annexure-I.

(d): As per the programme Guidelines, ensuring quality of road works under PMGSY is the responsibility of the States. The programme guidelines provide for a three tier Quality control mechanism under PMGSY. 1st tier is in- house quality control. 2nd tier is independent monitoring of construction quality by quality monitors called State Quality Monitors managed by the respective State headquarters. The 3rd tier is envisaged as an independent monitoring mechanism at the central level under 3rd tier, the independent National Quality Monitors (NQMs) are engaged in inspection of roads, selected at random. The NQMs are managed and assigned inspections by National Rural Roads Development Agency (NRRDA), an arm of Ministry of Rural Development.

As per PMGSY guidelines all PMGSY roads are covered by 5-year maintenance contracts, to be entered into along with the construction contract, with the same contractor, as per the Standard Bidding Document. Maintenance funds to service the contract are budgeted by the State Government and placed at the disposal of the State Rural Road Development Agency (SRRDA) in a separate Maintenance Fund Account within stipulated time responsibility of State Government. The details of Maintenance funds released and spent by the State Government as reported by the States is given at Annexure-II.

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